

The China Mail.

Established February, 1845.

Vol. XLI. No. 6964.

號一廿月一十年五十八百八千一英

HONGKONG, SATURDAY, NOVEMBER 21, 1885.

日五十月十年酉乙

PRICE, \$3 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GORDON, Ludgate Circus, E.C. DUFFY & CO., 37, Wallbrook, E.C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—AMSTERDAM PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., Singapore. O. ELLIOTT & Co., Manila.

CHINA:—MACAU, F. A. DE CRUZ, Swatow, Quikow, Co. C. WILSON, NICHOLLS & Co. Foochow, HONG & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, Kobe, CRAWFORD & Co., and KELLY & WALSH.

Notices of Firms.

NOTICE.
I HAVE This Day commenced BUSINESS in Hongkong and China, as MERCHANT and COMMISSION AGENT, and Mr. ABDOUL KADIR ALLAM has been authorized to SIGN the Firm.

JEFFERSON LUDHAMPTON CHITTWOOD.
Hongkong, November 19, 1885. 2019

NOTICE.
THE BUSINESS OF BROWN, JONES & Co. (Underwriters, 6 Queen's Road East), hitherto carried on by E. L. STAINFIELD, was taken over by me on the 1st November, and I am continuing to conduct the same under the same Firm name. The PROPERTY and COMMISSION Agency has also been opened, to be conducted under the Name of STRINGER & Co.

H. L. STRINGER.
Hongkong, November 6, 1885. 1937

Intimations.

GOVERNMENT BILLS.
ENDERS FOR SPECIE, Mexican Dollars current in this Colony, weighing 7.17, in Exchange for BILLS, drawn on Demand, on the Government of India, Calcutta, will be RECEIVED by the DISTRICT PAYMASTER, Army Pay Department, until 12 Noon, on MONDAY, the 23rd Instant. The Tenders to state the Total Amount required (in Rupees), and the Amount for which each Bill should be drawn, but no Bill will be issued for sums below Rs. 10,000. The Tenders to be submitted in Sealed Covers, addressed to 'The District Paymaster, Army Pay Department, and endorsed 'Tenders for Government Bills.' The right to accept or reject any or all the Tenders is reserved.

WM. HUGHES, Lt.-Col.,
Chief Paymaster.
TREASURY OFFICE, Hongkong, 18th November, 1885. 2013

GOVERNMENT SHELTER.

TICKETS for the SHELTER other than Chinese to 24 hours BOARD and LODGING in the above SHELTER can now be obtained at the TREASURY in Books of 20. Each Book costs \$3. Two or more Tickets may be given where extended relief is thought desirable. The Men relieved will be allowed opportunities of seeking employment. Charitable persons are earnestly requested to refrain from giving Money to Destitutes, and to avail themselves of the above or some other organized method of relief.

Hongkong, June 13, 1885. 978

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VORONKOFF'S CELEBRATED BINOCULARS and TELESCOPES. RITCHEY'S LIQUID and OTHER COMPASSES. ADMIRALTY & LIMEY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. CHRISTOPHER & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, DIAMONDS.

DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1884.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the PROPORTION of PROFIT for that year to be paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th NOVEMBER NEXT, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRY,
Secretary.
Hongkong, October 1, 1885. 1714

HONGKONG RACES, 1885.
WEDNESDAY, THURSDAY, AND FRIDAY,
24th, 25th, and 26th February, 1886.

THE HONGKONG DERBY.
THE HONGKONG DERBY, a SWEEPSTAKE of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies and 500 Grifons at date of Entry (SATURDAY, 23rd January, 1886). First Pony, 10 per cent; Second Pony, 20 per cent; Third Pony, 10 per cent. Weight 10st. 10lbs. One-mile-and-a-half. Nominations close on SATURDAY, 19th December, 1885, addressed to the CLERK of the Course, at the Hongkong Club.

By Order, H. J. H. TRIPP,
Clerk of the Course.
Hongkong, November 18, 1885. 1976

NOTICE.
ON behalf of the Chinese Passengers who came from Singapore in the P. & O. Co.'s steamer *Thetis*, which arrived yesterday, I beg to publicly thank Captain W. D. MURDO, the Commander, and Mr. R. R. PEACOCK, the Chief Officer, for the kindness and assistance they rendered us in connection with the Deaths of Wong Ah Yu, one of the Passengers, who died at sea on the 14th Instant, and of Wong Ah Moy, the Daughter of Wong Ah Yu, who died on the 15th Instant, and in bringing their Bodies to Hongkong.

OHAN CHEE TING.
Hongkong, November 16, 1885. 1941

SAILOES HOME.
ANY Cast-off Clothing, Boots, or Papers will be thankfully received at the Sailer's Home, West Point.
Hongkong, July 26, 1884.

Business Notices.

LANE, CRAWFORD & Co.
NEW GOODS.
DEMON 'Champion' and 'Treble-Grip' TENNIS BATS. 'Cavendish' Lawn-Tennis POLES and NETS. The 'Perfect' Seamless Lawn-Tennis BALLS. Fancy Merino Tennis SHIRTS, Silk Tennis SHIRTS. Rowing JERSEYS, and CAPS in a variety of colours. Navy-Blue 'Franklin' SWEATERS, Boating SCARVES. Cricketing BATS, BALLS, GLOVES, and other SUNDRIES. Well-seasoned Ash BILLIARD CUES, \$1.25 each. Double-Barrelled FOWLING PIECES and FITTINGS, from \$45. Sportsman's SUNDRIES and AMMUNITION of all kinds. Courier BAGS, Cartridge BAGS and BELTS, LEGGINGS.

Also,
Specially Selected 'PERLA DEL ORIENTE' MANILA CIGARS and CHEROOTS.

LANE, CRAWFORD & Co.
Hongkong, November 12, 1885. 1969

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1612

W. POWELL & Co.
RESPECTFULLY CALL ATTENTION TO THEIR LARGE & VARIED STOCK OF WINTER HOSIERY AND GLOVES.

Ladies and Children's
CASHMERE HOSE, striped, knitted, Coloured and Black Silk HOSE. Spun Silk, Merino and CASHMERE VESTS. COMBINATION GARMENTS. WOOL PETTICOATS, with bodies. JERSEYS and JERSEY SWEATERS. Cotton, Merino, CASHMERE and Scotch Knit HOSE, HALF-HOSE. MERINO VESTS and DRAWERS.

Gentlemen's
Knickers, Drawers, and Trousers. Evening Gloves, Lavender, White and Primrose.

MILINERY, DRESS-MAKING, TAILORING.
VICTORIA EXCHANGE, November 10, 1885. 1851

KELLY & WALSH, LD.,
HAY RECEIVED PER FRENCH MAIL.

The Athol Collection of Scotch Dance Music.
"Addenda to Queen's Regulations and Admiralty Instructions."
Leland's "Pig Latin English Sing Song."
Spaulding's Dictionary of Engineering.
All the latest "Shilling Dreadfuls."
A quantity of New Children's Books.
Williams' "Manual of Telegraphy."
Hospitalier's "Domestic Electricity."
Smith's "Steam Making and Boiler Practice."
Gordon's "Electricity and Magnetism."
Winsor and Newton's "Art and Book" (the complete series).
The Sailor's Pocket Book, latest Ed.

KELLY & WALSH, LIMITED, HONGKONG.
Hongkong, November 18, 1885. 2003

ROBERT LANG & Co.,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Scotch Tweed Suit, \$15.00.
Over 100 patterns of Stylish Tweeds of Exceptionally Good value to select from.

Dress Suit, \$30.00.
Of West of England Super-fine Cloth made to our special order, fast in color and suitable to the climate.

JAPAN! JAPAN! JAPAN!!!
IMPORTANT NOTICE.
KUHN & Co.'s FINE ART GALLERY, IS NOW OPEN!
KUHN & Co. beg to announce that a Portion of their GOODS are now READY FOR INSPECTION in the SHOPS under the HONGKONG HOTEL. This Splendid Collection of JAPANESE PRODUCTS were originally intended for the Bombay Exhibition, but that having been abandoned, they will be exhibited and offered FOR SALE for a few weeks only, commencing on the 20th Instant.

KUHN & Co. crave the indulgence of the Hongkong Community for all Short-comings in the arrangement of the EXHIBITION, the space at their disposal being limited, and as they have had a very short time in which to make preparations.

The Shops will remain Open each Evening until 10 p.m.
(To our Exhibits at the Calcutta International Exhibition 1884 have been awarded 12 Gold, 5 Silver and 4 Bronze Medals with First-class Certificates of Merit.)
Hongkong, November 19, 1885. 2012

Intimations.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.
AN EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company is hereby called for WEDNESDAY, the 25th Instant, at the HONGKONG HOTEL, at 3 o'clock p.m., to decide as to whether the LAUNDRY be Closed or Carried on.

(Signed) R. C. HURLEY, Secretary.
Hongkong, November 11, 1885. 1900

GRIFFITH'S NEW VIEWS OF HONGKONG ARE NOW READY, 1, DUDDELL STREET.
GRIFFITH & Co., MANUFACTURERS OF THE LONDON BRATED WATERS, 1, DUDDELL STREET.
Continue to Supply:
SODA WATER, LEMONADE, GINGER-BEER, RASPBERRYADE, Sarsaparilla, &c., &c., &c.
At the same Moderate Charges.
Hongkong, June 9, 1885. 957

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

CHEE WO LING KEE
HAS always on HAND STEAM LAUNCHES FOR HIRE. Charges as follows:
Wing-Shing, Wing-Cheng, and Wing-Tin. For first hour, \$3. " second " \$2. " every subsequent hour, " \$1.
Wing-Puk, Wing-Loy, and Wing-Lee. For first hour, \$3. " second or subsequent hour, " \$2.
Rates for towing Vessels and Cargo-boats, or use of LAUNCHES for Excursions to Mui Wo, Lantau, or other places may be arranged at No. 23, Wing Wo Street.
Hongkong, June 13, 1885. 979

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.
COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.
Hongkong, May 1, 1882. 256

NOTICE.
FOR the Convenience of Customers, the Productions of the 'CHINA STEAM REFINING COMPANY, LIMITED,' can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PRINCE STREET, the same prices as at the WHOLESALE, or Retail (the complete series).
The Sailor's Pocket Book, latest Ed.

JARDINE, MATHESON & Co., General Agents.
Hongkong, July 27, 1885. 1262

DENTISTRY.
FIRST CLASS WORKMANSHIP. MODERATE FEES.
MR. WONG TAI-FONG, Surgeon Dentist,
(FORMERLY ATTENDED APPRENTICE AND LATER ASSISTANT TO R. ROGERS.)
The urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, No. 2, DUDDELL STREET.

CONSULTATION FREE.
Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

FOR SALE.
FOR SALE.
A HOUSE at the PRINCE, with Large TENNIS GROUND attached. A good View of the Harbour and out to Sea.
Apply to DENNIS & MOSSOP, 43, Queen's Road.
Hongkong, April 11, 1885. 614

FOR SALE.
JULES MUM & Co.'s CHAMPAGNE.
Quarts.....\$20 per Case of 1 doz. Pints.....\$21 " " 2 " Dabos Freres & Co. GORDON & Co.'s BORDEAUX CLARETS and WHITE WINES.
Baxter's Celebrated 'Barley Bros' WEISKY, \$74 per Case of 1 doz. GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

FOR SALE.
THE SPANISH STEAMER P. S. I.
Apply to REMEDIOS & Co.
Hongkong, September 4, 1885. 1831

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
The Co.'s Steamship *Thales*, Captain Pocock, will be despatched for the above Ports on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, November 17, 1885. 2000

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
The Company's Steamship *Thetis*, Capt. J. NEWTON, will be despatched for the above Ports on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.
Hongkong, November 18, 1885. 2002

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOW, TIENTSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship *Antenor*, Captain BRACE, will be despatched as above on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, November 20, 1885. 2021

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Patricius*, Capt. THOMSON, will be despatched as above on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, November 20, 1885. 2022

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHOW, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship *Kulsang*, Captain YOUNG, will be despatched as above on MONDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, November 20, 1885. 2017

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Co.'s Steamship *Zafiro*, Captain TALBOT, will be despatched for the above Ports on MONDAY, the 23rd Instant, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.
Hongkong, November 18, 1885. 2006

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOW, TIENTSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship *Tian*, Captain BROWN, will be despatched as above on MONDAY, the 23rd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, November 18, 1885. 1989

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Ningbo*, G. L. GARRIE, Comm'dr, will be despatched as above on or about the 24th Instant.

For Freight, apply to ARNOLD, KARRBERG & Co., Agents.
Hongkong, November 19, 1885. 2007

FOR YOKOHAMA AND HIOGO.
The Steamship *Glengyle*, Captain GARRIE, will be despatched as above on or about the 26th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, November 20, 1885. 2014

STEAM TO BOMBAY VIA STRAITS.
The P. & O. S. N. Co.'s Steamship *Koelgar*, will leave for the above places on FRIDAY, the 27th Instant, at 2.30 p.m.

A. McIVER, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, November 19, 1885. 2010

Shipping.

FOR LONDON VIA SUEZ CANAL.
The Steamship *Glengyle*, Captain GARRIE, will be despatched as above on or about the 27th Instant.

This Steamer has excellent Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, November 19, 1885. 2009

GIBB LINE OF STEAMERS.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, TASMANIA AND NEW ZEALAND.)
The British Steamship *Timor*, Captain WELLS, will be despatched as above on SATURDAY, the 28th Instant, at 4 p.m.

The Steamer has excellent Accommodation for First-class Passengers.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.
Hongkong, November 23, 1885. 2016

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Achilles*, Capt. ANDERSON, will be despatched as above on SATURDAY, the 28th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, November 20, 1885. 2020

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ, PORT SAID, AND BRISTOL.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
The Co.'s Steamship *Amphitrite*, Capt. C. LAZZARONI, will be despatched as above on MONDAY, the 30th Instant, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agent of the Company, FRAYA CENTRAL.

O. BACHRACH, Agent.
Hongkong, November 16, 1885. 1888

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA PORT SAID, JAVA PORTS.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)
The Steamship *Tanidite*, Captain DICK, will be despatched for the above Ports on WEDNESDAY, the 2nd December, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., Agents.
Hongkong, November 18, 1885. 2004

Sailing Vessels.
FOR SAN FRANCISCO.
The 3/3 L.L. American Ship *Fulmar*, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, October 26, 1885. 1866

FOR VICTORIA, BRITISH COLUMBIA.
The 3/3 L.L. British Barque *Nanaimo*, Don, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, November 2, 1885. 1906

FOR NEW YORK.
The Fast and Favorite American Clipper Ship *South American*, FRANK FOWLE, Master, will load here for the above Port, and will have quick despatch.

Rate of Freight, Shillings fifteen per ton of 40 cubic feet.

For Freight, apply to RUSSELL & Co.
Hongkong, November 6, 1885. 1890

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners, will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
B. H. STRANDBERG, German brig, Captain Chr. Meyer, Melchers & Co.
DARMOUZA, British barque, Capt. Benj. Flintan, Melchers & Co.
ISAAC REED, American ship, Capt. E. G. Colley, Order.
J. H. NEWCOMB, British barque, Capt. J. S. Newcomb, Order.
KEELER, German barque, Captain G. Ostken, Stenstrom & Co.
NANALCO, British barque, Captain John Dodd, Russell & Co.
TAKHROW, British steamer, Captain J. Newton, Yuen Fat Hong.
TITAN, American ship, Capt. C. H. Allen, Russell & Co.
TOSAGO, British barque, Captain Robert Croftin, Gillman & Co.
VANDURA, Spain, barque, Capt. Ursanad, Remedios & Co.

Intimations.

MacEwen, Frickel & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
ARE NOW LANDING.

DEVOS'S NONPAREIL KEROSENE
OIL.

HITCHCOCK MECHANICAL
'NO CHIMNEY'
LAMP.

STUDENTS' LAMP.

FAIRBANK'S SCALES.

MACKENZIE & MACKENZIE'S
BISCUITS.

NEW SEASON'S TEA,
in 5 or 10 Catty Boxes.

YELLOW GOSHEW BUTTER,
in 5 or 10 lbs Tins.

Condensed MILK.
CALIFORNIA PRODUCTS.

COOKING STOVES.
AGATE IRON WARE.

MILNER'S FIRE PROOF SAFES.
Do. CASH AND PAPER
BOXES.

ALLEN & GENT'S
TOBACCO AND CIGARETTES.

BEER AND PORTER
in
Hogsheads.

THE USUAL ASSORTMENT
of
OILMAN'S STORES,
AND

WINES,
at the lowest possible prices
FOR CASH.

MacEwen, Frickel & Co.
Hongkong, September 2, 1885. 1519

TO LET.
AT NO. 55, QUEEN'S ROAD EAST—
4 ROOMS en suite. \$40 per month.
3 " " " 25 " "
1 SINGLE ROOM 10 " "
Unfurnished, with Cooking, Servants
and Bath accommodation.

Apply to
MacEwen, Frickel & Co.,
Victoria Exchange,
Hongkong, November 9, 1885. 1947

TO LET.
COLLEGE CHAMBERS (late Hotel
DE L'UNIVERS), Single Rooms or
SUITS of APARTMENTS.
No. 4, Old Bailey Street.
No. 8, Seymour Terrace.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, November 20, 1885. 2013

THE PEAK.
TO LET.
BUNGALOW at Mount Kellet. Five
Rooms, Tennis Court, &c. &c.
For 1886 or longer if desired.

Apply to
JOHN D. HUTCHISON.
Hongkong, September 17, 1885. 1626

TO BE LET.
No. 4, RICHMOND TERRACE.

Comfortable DWELLING HOUSE, cool
in Summer, pleasantly situated and
commanding picturesque views. TENNIS
COURT.

Apply to
J. D. HUMPHREYS.
Hongkong, November 3, 1885. 1908

TO LET.
OFFICES AND CHAMBERS, No. 7,
QUEEN'S ROAD, lately occupied by
Messrs. JARDINE, MATHESON & Co.

Apply to
BIRD & PALMER.
Who will exhibit Plans and arrange Offices
to suit applicants.
Hongkong, April 8, 1885. 697

TO LET.
N. O. 9, REMOND TERRACE, 6 ROOMS,
BATH ROOMS, &c. Rent moderate.

Apply to
C. F. A. SANGSTER,
Receiver,
A. A. DOS REMOND, Deceased.
Hongkong, November 9, 1885. 1945

THE PEAK.
TO LET, with immediate possession,
A BUNGALOW (partly furnished),
situated on Mount Kellet. Rent moderate.

Apply to
DENNIS & HOSOP,
43, Queen's Road.
Hongkong, November 12, 1885. 1971

FOR SALE.
COURSE, DISTANCE,
AND
AVERAGE SPEED TABLES,
FROM
LONDON, via THE SUEZ CANAL,
INDIA, CHINA, JAPAN, &c.,
WITH
VARIOUS OTHER TABLES AND NOTES,
BY
W. A. GULLAND.

To be obtained at the
'CHINA MAIL' OFFICE,
Messrs. LANE, CRAWFORD & Co.,
FALCONER & Co.
Hongkong, September 2, 1884. 1475

Notices to Consignees.

STEAMSHIP MELBOURNE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamships
Orléans and Matapan, from London,
Antwerp, Bordeaux and Havre, in connection
with the above Steamers, are hereby
informed that their Goods—with the exception
of Opium, Treasure and Valuables—are
being landed and stored at their risk at the
Company's Godowns, whence delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. To-day (Monday), requesting
it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Mon-
day, the 23rd November, at Noon, will be
subject to rent, and landing charges at 1
cent per package per item.

All Claims must be sent in to me on or
before THURSDAY, the 26th November, or
they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent,
Hongkong, November 16, 1885. 1905

'To-day's Advertisements.'

St. JOHN'S AMBULANCE SOCIETY.

AS it is proposed to FORM a LADIES
CLASS, Limited to 20 MEMBERS, to
teach First Aid, Ladies desirous of joining
are INVITED to send in their Names,
stating the Afternoon on which it would be
most convenient for them to attend, to the
Honorary Secretary (Lieut. E. W. KREY,
R.N.), at the Naval Yard. The Lectures
will be delivered at the City Hall by Staff
Surgeon TURNER, R.N. Ladies who passed
last year are invited to attend to
refresh themselves, and enable them to
obtain Parchment Certificates.

Hongkong, November 21, 1885. 2027

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY.

FROM BATAVIA, SINGAPORE,
AND SAIGON.

THE Company's S.S. *Celbes* having ar-
rived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods—with the exception of Opium
are being landed at their risk into
Jardine, Matheson & Co.'s West Point
Godown, whence delivery may be obtained.

Cargo remaining undelivered after the
28th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 21, 1885. 2026

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship
Nippon,
Capt. W. S. W. W. will be
despatched for the above
Ports on WEDNESDAY, the 25th Inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, November 21, 1885. 2024

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
Ashington,
Capt. Harwood, will be
despatched for the above
Port on MONDAY, the 23rd instant, at
Noon.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, November 21, 1885. 2025

UNION LINE.

FOR SINGAPORE.

The Steamship
Straits of Gibraltar,
Capt. L. W. will be
despatched for the above
Port on MONDAY, the 23rd instant, at
4 p.m.

For Freight, or Passage, apply to
RUSSELL & Co.
Hongkong, November 21, 1885. 2023

SHIPPING

ARRIVALS.

November 20, 1885—
Kwang Wei, Chinese transport, from
Canton.

November 21—
Kwang Lee, Chinese steamer, from Wham-
poa.

Crusader, British steamer, 647, J. Rowin,
Haiphong November 18, General—A. R.
MARTY.

Zafiro, British steamer, 675, R. M. Tal-
bot, Manila November 18, General—Rus-
sell & Co.

Kepler, German barque, 758, G. Oetken,
Newcastle October 10, Coal—Siemssen &
Co.

Celbes, Dutch steamer, 1,423, T. Guhe-
dard, Batavia November 1, General—
Jardine, Matheson & Co.

J. B. Neuwomb, British barque, 890,
Newcomb, Shanghai November 10, Ballast—
Oxman.

Fero, German steamer, from Whampoa.
Straits of Gibraltar, British str., 1,281,
John Dewar, Swatow Nov. 20, General—
Russell & Co.

Greyhound, British steamer, 227, S. A.
Thomas, Rangoon November 17, and Hoihow
18, General—ADAMSON, BELL & Co.

Danube, British steamer, 561, Geo.
Anderson, Hoihow November 19, General—
YUEN FAT HONG.

Amphitrite, Austro-Hungarian steamer,
2,460, C. Lazarich, Trieste October 1, and
Singapore November 14, General—O.
BACHRACH.

Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

DEPARTURES.
November 21—
Signal, for Hoihow and Pakhoi.
Killarney, for Singapore and Calcutta.
Amatita, for Amoy and Tamsui.

Chinese for Singapore, and 66 Chinese for

Hongkong.

Per *Greyhound*, from Pakhoi, 12 Chinese.
Per *Amphitrite*, from Trieste, &c., Mr
Gustav Schindler, and 322 Chinese, from
Singapore.

DEPARTURE.
Per *Amatita*, for Amoy, &c., 70 Chinese.
Per *Signal*, for Hoihow, 120 Chinese.
Per *Killarney*, for Singapore, &c., 682
Chinese.

TO DEPART.
Per *Amoy*, for Amoy, 100 Chinese.
Per *Kwang Lee*, for Shanghai, 100 Chi-
nese.

Per *Thales*, for Swatow, &c., 3 Europeans,
and 300 Chinese.
Per *Tuichien*, for Swatow, &c., 1 Euro-
pean, and 200 Chinese.

Per *Ashington*, for Shanghai, 3 Europeans,
and 12 Chinese.
Per *Patroclus*, for Singapore, 120 Chi-
nese.

SHIPPING REPORTS.
The British steamer *Zafiro* reports:
Experienced strong monsoon, heavy squalls
with high sea. Towards Coast moderate.
The Dutch steamer *Celbes* reports:
Had strong N.E. monsoon and heavy sea
from N.E. On 18th inst., spoke a vessel
showing W.L.Q.K., in lat. 15° and long.
117° 24'.

The British steamer *Straits of Gibraltar*
reports: Had strong N.E. winds and
overcast, with considerable sea.
The Austro-Hungarian steamer *Amphi-
trite* reports: Had strong winds from N.E.
23rd inst.

POST OFFICE NOTICES.
MAILS will close:—

FOR SHANGHAI—
Per *Kwang Lee*, at 9 a.m., on Sunday,
the 22nd inst.

Per *Ashington*, at 11.30 a.m., on Monday,
the 23rd inst.

Per *Kat Song*, at 2.30 p.m., on Monday,
the 23rd inst.

FOR SINGAPORE—
Per *Straits of Gibraltar*, at 3.30 p.m., on
Monday, the 23rd inst., instead of
as previously notified.

FOR AMOY AND MANILA—
Per *Zafiro*, at 4.30 p.m., on Monday, the
23rd inst.

FOR NAGASAKI, KOBE AND YOKO-
HAMA—
Per *Thales*, at 4.30 p.m., on Monday, the
23rd inst.

FOR HAIIPHONG—
Per *Crusader*, at 5 p.m., on Monday, the
23rd inst.

FOR SWATOW, AMOY & FOCHOW—
Per *Nippon*, at 5 p.m., on Tuesday, the
24th inst.

FOR STRAITS AND BOMBAY—
Per *Kosher*, at 2 p.m., on Friday, the
23rd inst.

MAILS BY THE BRITISH PACKET.
The British Contract Packet *Ancona*
will be despatched on TUESDAY, the
24th Nov., with Mails for the United
Kingdom, Europe, and contraband be-
yond, and Brindisi, to the Straits Settle-
ments, Batavia, Borneo, Ceylon, India,
Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *Oceanic*
will be despatched on THURSDAY, the
26th inst., with Mails for Japan,
San Francisco, the United States,
Canada, Honolulu, Peru, &c., which
will be closed as follows:
2.15 p.m. Registry closes.
2.30 p.m. Post-Office closes, but Corre-
spondence may be posted on board the
Packet with Late Fee of 10 cents extra
Postage until the time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—*Thales* leaves for Swatow, &c.
Daylight—*Zafiro* leaves for Swatow, &c.
Daylight—*Amoy* leaves for Swatow, &c.
Daylight—*Patroclus* leaves for London.

RELIGIOUS SERVICES.
UNION CHURCH—Divine Worship, 11
a.m.—Rev. J. J. Miller, Minister in Charge,
2 P.M.—Rev. J. Chalmers, M.A., L.L.D.
SEAMEN'S SERVICES—The Services for
Seamen which have been hitherto held in
the Mission Church, Queen's Road, will be
held in the future in Union Church.
On Sunday and Friday evenings at 7.30. All
Seamen are invited to attend.

GERMAN BETHLEHEM CHURCH—Service in
the German language, by Rev. F. Hartmann,
every Sunday, at half-past ten a.m., in the
Chapel of the Berlin Foundling House,
West Point.

St. Joseph's Church, Garden Road—
9 a.m. Mass and Sermon. 5.30 p.m. Even-
ing Service, Benediction.

MEMOS. FOR MONDAY.
Shipping.

Noon—*Ashington* leaves for Shanghai.
Goods per *Steamer Melbourne* unclaimed
after Noon subject to rent and landing
charges at 1 cent per package per item.

3 p.m.—*Kuamun* leaves for Shanghai.
4 p.m.—*Straits of Gibraltar* leaves for
Singapore.

5 p.m.—*Zafiro* leaves for Manila, &c.
Nippon leaves for Shanghai.

Tenders Close.
Noon—Tenders for Government Bills re-
ceived by the District Paymaster.

General Memoranda.

WEDNESDAY, November 25—
3 p.m.—Meeting of the Hongkong Steam
Laundry at the Hongkong Hotel.

SATURDAY, November 28—
Goods per *Celbes* undelivered after this
date subject to rent.

MONDAY, November 30—
List of Contributions to the China Fire
Insurance Company, Ltd., to be sent in
before this date.

SATURDAY, December 10—
Nominations for Hongkong Derby, 1886,
close.

THE LATEST NOVELTIES
IN
CHRISTMAS AND NEW YEAR
CARDS
received
FROM LONDON
TO-DAY.

Are just in time to be despatched by
THE NEXT FRENCH MAIL FOR
CHRISTMAS,
or by
THE NEXT ENGLISH MAIL FOR
NEW YEAR'S DAY
At Home by Parcel Post.

A. S. WATSON & Co.,
HONGKONG DISPENSARY,
Hongkong, November 13, 1885. 1978

The publication of this issue commenced
at 7.40 p.m.

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 21, 1885.

TELEGRAMS.
(Via Southern Line).

THE EASTERN QUESTION.
LONDON, 20th November.

Prince Alexander has tendered submis-
sion to the Porte and withdrawn the Bul-
garian Troops from Eastern Roumelia.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.
OUTWARD BOUND—*Cachemir*, Sept. 22;
France, Sept. 29; *Bordeaux*, Oct. 2;
Perth, Oct. 13; *Stornoway*, Oct. 20;
Frederick, Oct. 31; *Oxfordshire*, Dec.
Nov. 8; *Agamemnon*, Nov. 13;
Lemnos, Ching Wo, Nov. 17.

HOMEWARD BOUND—*Stratford*, Nov. 6;
Canton, Oct. 30; *Deal*, Nov. 6;
Jason, *Greece*, Nov. 13; *Djemnah*,
Agamemnon, Nov. 17.

The Pacific Mail steamer *City of Rio*
de Janeiro left San Francisco on the
21st ultimo. She may be expected to
arrive here about the end of this
month.

The E. & A. Steamship Co.'s steamer
Tamadiac left Sydney for this port on
the 29th instant, and may be ex-
pected here on or about the 21st inst.

The O. S. S. Co.'s steamer *Titan*, from
Liverpool, left Singapore on the 15th
inst., and is due here on the 21st inst.

The steamship *Drachenfels* left Singapore
for this port on the 15th instant, and
is due here on the 22nd inst.

The E. & A. S. Co.'s steamer *Tamadiac*
left Port Darwin for this port on the
15th inst., and may be expected to
arrive on or about the 22nd inst.

The steamship *Cathartes* left Haiphong
for this port on the 18th instant, and
may be expected here on or about the
22nd inst.

The D. D. B. steamer *Heppeler* left Singapore
for this port on the night of the 16th
inst., and may be expected here on or
about the 23rd inst.

The Glen Line steamer *Glenlyon* left
Singapore for this port on the 17th
instant, and may be expected here on
or about the 24th inst.

The Glen Line steamer *Glenco*, from
London, left Singapore for this port
on the 18th inst., and may be expected
here on or about the 25th inst.

RESPECTABLY DRESSED.

'An unknown man, respectfully dressed,'
That was all that the word said;
Wondering why might guess the rest:
One thing was sure, the man was dead.

And dead, because he'd no heart to live;
His courage had failed, and failed the test;
How little we all now can credit the test,
A nameless and to cover his breast!

'Respectably dressed!' the thoughtless read
The sentence over and idly say;
'What was it, then, since it was not dead,
Which made him thus fling his life away?'

'Respectably dressed!' How little they know
Who never have been for money pressed
What it costs respectable poor to go
Day after day 'respectably dressed'!

The beggars on sidewalks suffer less—
They lead all together, clean and clean;
Alike and equal in wretchedness,
No room for pride between man and man.

Nothing to lose by rage or by dirt—
More often something is gained instead;
Nothing to fear but bodily hurt,
Nothing to hope for save daily bread.

But respectfully poor have all to lose;
For the world to know, means loss and shame.
They'd rather die, if they had to choose,
Than fling as for life to place and name.

Cling, and pretend, and conceal, and hide;
Never an hour but its tears bears;
Terror which sinks like lead to one side,
And often a guiltier conscience wears.

'Respectably dressed!' the proud, eye, last!
Last supper, dressed, last proud, eye, last!
Starved body, starved soul, hope dead and
What wonder that any death looks sweet.

'An unknown man, respectfully dressed,'
That was all that the record said;
When will the question let us rest:
Is it fault of ours that the man was dead?

—Figaro.

THE WATER SUPPLY OF HONG-KONG.

We continue the Report of the Surveyor General on the Water Supply of Hong-kong. Having stated the problem which he had to solve, Mr. Price proceeds to explain how he arrived at the solution.

Our island is so small that we cannot boast of any rivers or lakes, or of any stream or group of streams sufficiently large to be tapped, filtered, and absorbed into our street mains. In this respect we are less fortunate than English towns most of which derive their supplies from rivers in their immediate neighbourhood. Circumstances as we are, our only recourse is to obtain our supply by storing descending rain in catchment water reservoirs for use during the long season when all streams and natural sources are dried up.

Our annual rainfall is large. It exceeds by many times the volume that the wildest demand could aspire to in connection with any water supply to the city, and there has therefore never been any such scarcity as to our having enough water on the island. The difficulty has been to find the best and most economical place where to build a dam across some valley so as to make a reservoir that would catch and hold enough rain to last the town the whole of the dry season, and which would not at the same time be situated at an elevation above sea level sufficiently high to admit of the water flowing into Victoria by gravitation and subserving the higher or European districts of the town as well as the lower.

Two further conditions must be fulfilled in the case of such a reservoir-side were that it should be situated on the same side of the mountain-range as the town itself, so as to avoid the expense of a communication tunnel or of steam pumping works in order to lift the water over the mountain range, and that it should also be situated in a narrow and convenient defile or gorge as possible, in order to curtail to the shortest possible proportions the length of the dam, the dam being always the most expensive feature in works of this nature.

A detailed exploration of the entire topography of Hong-kong was therefore commenced in quest of such a site. The survey, extended over several months, and brought to light two important and indisputable facts: (1) that there did not exist in the whole island a single site for a reservoir fulfilling the whole of the preceding conditions, and (2) that there were only three valleys, whence alone any winter supply could be caught and impounded in quantities sufficient to entitle such valleys even to consideration as possible sites for sources of supply. These were the Pokfulam, Aberdeen, and Typhoon valleys.

Before deciding on the works actually in progress at Typhoon it will not be amiss to review the facilities for water-works presented at Aberdeen and Pokfulam. I think the elevation of this matter the more desirable, that I am given to understand that there still exist misconceptions as to the selection of Typhoon having been without due consideration of the rival claims of other possible sources of supply which it is thought might have been utilized at less cost.

In the Pokfulam Valley supplementary water-works appeared to me at first not unfeasible by the creation of a second reservoir higher up the valley, about fifty yards above the present one, and of a third reservoir below the level of the present one, at a point near Mr. Mackintosh's property, and accordingly a detailed survey of the upper hill districts was effected with a view to ascertaining their ability to fill this system of lakes. A closer investigation did not, however, confirm my hopes and eventually I was forced to abandon the project. The following facts from my detailed report of this period throw some light on the chief features of this particular scheme. I may add that the cost of carrying out these works would have been £201,600.

There is a site a little higher up in the same valley (Pokfulam) for a smaller basin, which, according to the recent survey, is capable of containing 60 million gallons. This would necessitate a dam 350 feet long and 90 feet high in the deepest part, and if the substructure turns out to be rock as appears from outward indications, the dam might be built of masonry. The enormous expense of building a 900 feet dam to impound so small a quantity as 60 million gallons is altogether out of proportion; it is a measure therefore that could by no means be recommended until every possible means of obtaining a supply by other methods had been first exhausted.

The site a little below the present reservoir has also been surveyed and found capable of holding a considerable sheet of water by the formation of a dam 65 feet high and 250 feet long, containing thirty-four thousand cubic yards of material. This reservoir would unfortunately be very shallow, and it would be spread out over a great area, and therefore the loss of water by evaporation would be excessive. All water contained in ponds and reservoirs is purified relatively with its subsidence towards the

bottom. The bottom layers are generally laden with vegetation and the lower forms of organic life either living or decomposed. In a shallow reservoir, this is particularly the case, because the temperature of the water is increased by the rays of the sun which are able to penetrate to its bottom. I have calculated that one-sixth of the bulk of water of a low level reservoir at Pokfulam would be wholly useless.

This capital defect, together with the strongly pronounced loss by evaporation, must therefore be considered in forming an opinion as to the advisability of so shallow a basin. A reservoir on this site would further have to be surrounded on its south and west side by long low embankments to protect from subsidence, the Aberdeen carriage road which for nearly an eighth of a mile would be below the top water level of the reservoir. The outlet conduit through which the supply for the town would be drawn would be at an elevation of not more than 457 feet above the level of the sea.

The Pokfulam scheme therefore provides for an upper and lower reservoir in addition to the middle or existing one. The total storage of water in the three basins would be as follows:—

Upper, 50 millions.
Middle (actual reservoir), 74
Lower, 60

Total gallons, 181

The next question to consider is whether the drainage of the valley above is sufficient to fill the three compartments during seasons of small rainfall. The Pokfulam water-shed comprises 400 statute acres, the rainfall in the driest year of Hong-kong may be taken at 50 inches; by the ordinary computation it results that the least drainage will be 450 million gallons.

In estimating the proportion of rainfall which may be depended upon for a considerable reduction must be made for losses by evaporation and absorption by the soil. These losses vary in all countries according to the climate and geological nature of the ground. In Hong-kong, they may be safely averaged at 60 per cent. for, although evaporation is excessive, absorption is comparatively small, owing to the granite formation of the island. Up on this basis, the Pokfulam drainage available for storage will be 180 million gallons, a volume barely sufficient to fill the three compartments during seasons of small rainfall. It would therefore be necessary to increase the drainage of the valley so as to place it beyond the possibility of failure. This could easily be done by making catchwater channels along the hill sides to the north and south of the valley and diverting the drainage of the neighbouring hills into any one of the three reservoirs.

The water connections between the three basins would be simple. The upper dam if it can be constructed of masonry would contain its own by-pass. The upper basin would empty its contents into the middle one along the channel of the present stream by the ordinary method of a valve wall, and the present middle basin would discharge itself into the lower one by means of the outlet from which the present supply to the town is drawn. Thus a regular and uniform subsidence of level could be at all times maintained in the waters of the three compartments.

In the lower dam, all the appendages of a stone reservoir, such as bye-wash, valve wall and outlet culvert, would have to be for a third time repeated, and a conduit of brick or stone laid in cement covered with granite slabs would have to be built along the hill-sides to convey the water by gravitation from the outlet of the lower dam into Victoria.

The idea of an increased water supply from the Pokfulam Valley having thus been dismissed, the examination of the ground passed on to the East, but it is unnecessary to refer here to the country eastward of Pokfulam, searched without avail, until the Aberdeen Valley was reached. At the Aberdeen Valley however I pause for a moment as it also became the subject of a subsequent somewhat detailed investigation. Again I quote from a former official report of mine on the subject of this valley as a possible site for supplementary water-works.

'A little above the village of Aberdeen to the right of the bridge path which leads over the mountains to Victoria, there is a large valley possessing an area of nearly 800 statute acres. This valley is flanked by precipitous hills narrowing towards a gorge 500 feet wide, in which an admirable site for a dam.

Nearly every condition for the formation of a stone reservoir which had been so fruitfully sought for in the narrow and contracted valley of Pokfulam, would appear at first sight to be here fulfilled. The great natural basin seemed as if it were

expressly shaped to afford every facility for the easy realization of an abundant water provision, and the configuration of the upper valley appeared equally favourable for the small subsidiary reservoir had such been required. At the back of this again, were hills stretching out to a height of nearly 1,800 feet, promising a rain drainage in excess of the requirements of Victoria. Leaving fresh from the difficulties which had beset the preceding surveys at Pokfulam, and the questionable expediency of a triple reservoir, which had to be resorted to in order to devise a water supply however scant, the marked contrast presented by the generous dimensions of the Aberdeen Valley could not but be gratifying sight.

On closer examination, however, the bed of the valley scarcely appeared to provide water to the higher portions of the town. The subsequent surveys were productive of most disappointing results, although it was proved that the formation of an inland lake of twenty-two acres was perfectly feasible, it was also discovered that the exit of the water could not be effected at a greater elevation than 240 feet above mean sea level.

As the water, if brought by gravitation into lower levels, could therefore only serve those districts below that level.

A dam at Aberdeen 90 feet high in its deepest part and 520 feet long would form an impounding reservoir of 213 million gallons. This quantity gives an allowance for dry years, yielding in years of the smallest rainfall, say 50 inches, a drainage of 680 million gallons, which after a deduction of sixty per cent. for percolation into the ground and evaporation would leave a balance of 270 million gallons, or more than enough by 17 millions to fill the reservoir.

A stream giving approximately 100,000 gallons per day flows down the valley all the year round, and there are likewise two small perennial nullahs which would be of some help in replenishing the volume of stored water after all rain drainage had ceased.

Owing to the very low site of its outlet culvert and its consequent inability to accommodate the upper town, the Aberdeen project, if adopted, would necessitate two distinct sets of water-works. These would be, first, a dam above the outlet level would have to be fed from Pokfulam by a high level conduit, while the lower town would have to be provided for by a low level conduit from Aberdeen leading into a low level service reservoir to be built at some convenient site in the valley.

The line of demarcation between the two water services would be a little below the level of the Benham and Chiu Roads and Government House grounds.

The conveyance of the last mile and a quarter of the Aberdeen supply would have to be made in cast-iron 24-inch mains as it would be injudicious to expose it to the chances of pollution by the percolation of town drainage, and indeed, at intervals along its whole length structural precautions would have to be taken to make the case of the conduit invulnerable to the filtration of sewage-irrigation and other impurities, for its low level would compel it to pass through many frequented places and occasionally below the level of cultivated patches of land.

It is needless to say that the right of delivery which so seriously detracts from any advantages that water supply from Aberdeen might possess. It makes the project, like the Pokfulam triple-reservoir scheme, rank as an alternative plan, to be resorted to only in the event of things better has been found impracticable.

The cost of gravitation works at Aberdeen was found to come to £250,000. The inability of this project to deliver water at as high a level and in the quantity that was needed, led to the consideration of an alternative Aberdeen scheme for the creation of a reservoir as described, without any conduit but with steam pumping-works to pass the water over the Aberdeen Hills into the present Pokfulam reservoir, but this alternative scheme when brought to the test of figures has not only been dismissed, and I need not therefore dwell on it here.

(To be continued.)

OVER THE SUNSHINE OF EXISTENCE, HANGS A BLACK CLOUD.

With the uncertainty of life is mingled the dark mystery of death! While, on the one hand, we catch the welcome sound of a new breath of life that tells of an addition to the number of the living, on the other we have the chilling words of the Destroying Angel! The mighty voice of the great Influence which rules the Universe has pronounced our fate; the dread fate is done forth, and every mortal man is doomed to die! But, though we cannot prevent, can we resist? No, we cannot resist, for the moment even if it concern the prolongation of life but by a single hour, as much as every instant prompts us to fight the boldest battle we can for this glorious boon of existence. The promptings of instinct are not the spontaneous voices of the soul, and it is our duty to obey. But there still remains the question, can death be postponed by a single hour? Yes; for the world works in obedience to certain laws; and a study of these proves that those who have the judgment and the will to buckle on the shield, which nature places ready to their grasp, may ward off the insidious attacks of the implacable enemy of life, until, in a ripe old age, the vital faculties gradually decay, and the Angel of Peace glides softly into our presence, leading us, as it were, in a gentle slumber to the regions beyond.

The Fell Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly foe now preying upon the very vitals of Modern Society. What is this foe? There are few among us who have not been or are now to some extent its victims. Would we but know it, he, too, is under the ban of this frightful scourge! Let him ask himself whether he experiences any of the following symptoms:—

There are pains about the chest and sides, and sometimes in the back. The mouth has a bad taste, especially in the morning, and there are feelings of dulness. The appetite is poor, a sort of sticky saliva collects about the teeth, there is a feeling as of a heavy load on the stomach, and sometimes a faint, all-gone sensation at the pit of the stomach, which food does not satisfy. The eyes are sunken; the hands and feet become cold and feel numb. After a while a cough sets in, at first dry, but attended in the course of a few months with expectoration of a greenish colour. The sufferer feels constantly tired, and sleep seems to afford him rest. Nervousness, irritability, and evil forebodings follow. When morning suddenly, there is a giddiness, a sort of whirling sensation in the head. The bowels become constipated; the skin is dry and hot at times; the blood becomes thick and stagnant; the vitals of the eyes are tinged with yellow; the urine is scanty and high coloured.

depositing a sediment after standing. There is frequently a spitting up of the food—at times with a sour taste and at others with a sweetish taste. This is often attended with palpitation of the heart or impaired vision, with spots before the eyes, accompanied by great prostration and weakness. All of these symptoms are in turn present. It is thought that nearly one-third of our population has this disease in some of its varied forms. Medical men have mistaken the nature of the maldy. Its true name is Dyspepsia or Indigestion; for which a certain remedy is to be found in Mother Seigel's Curative Syrup—a medicine which has won in both hemispheres a confidence founded only on its great virtues. The Syrup can be obtained from any chemist or medicine vendor, or from the proprietors, A. J. WHITE (Limited), 17, Farringdon Road, London, E.C.

WHAT THE PEOPLE SAY.
YOUR PREPARATION IS AN EXCEPTION.

'The Pharmacy, Regent Road, Great Yarmouth, Dec. 25th, 1883.

'Dear Sir,—Your medicine must be a great success. You can quite understand that I have not much opinion of what are called quack medicines, which are generally cure all and wondrous, and I should be glad to see them swept out of existence with the "basest of destruction." Your preparation however, is an exception, and is undoubtedly useful. One of my brothers took it with considerable benefit, and I have not but you, that in spite of my prejudice and scepticism, I did me more good than anything else. I am better in health now, but not quite well, and probably never shall be again, as my heart has become weak, although I am considerably under fifty years of age. I mention my case to you, thinking it might be of some interest to you. I remain, faithfully yours,

'W. Sheppard Pole (Ph. G.).

I HAVE NOT READ A SINGLE COMPLAINT. 'Hillock, Berts, January 4th, 1883.

'Gentlemen,—Perhaps it would be appropriate to state, that it gives me great pleasure to push and advance the sales of your medicines, on account of my having not but you, that in spite of my prejudice and scepticism, I did me more good than anything else. I am better in health now, but not quite well, and probably never shall be again, as my heart has become weak, although I am considerably under fifty years of age. I mention my case to you, thinking it might be of some interest to you. I remain, faithfully yours,

'H. J. Lizard, Pat. Med. Vendor.'

MONEY ORDERS.

1.—Money Orders are issued at Hong-kong and Shanghai on the following countries and places:—

Amoy. *Lago.
Ampur. *Manila.
Azuara Is. *Mauritius.
Bermuda. *Natal.
Canada. *Newfoundland.
Canton. *New South Wales.
Cape Colony. *North Borneo.
Ceylon. *Nippon.
Colon. *Panama.
Canton. *Port Darwin.
Cyprus. *Queensland.
Dumark. *S. Helena.
Egypt. *Seychelles.
Falkland Is. *Shanghai.
Funchow. *Sierra Leone.
Gambou. *South Australia.
Gibraltar. *Straits Settlements.
Gold Coast. *Swatow.
Hankow. *Sweden.
Hawaii. *Switzerland.
Hongkong. *Tientsin.
Hull. *United Kingdom.
Honduras, (Br.). *Victoria.
India. *Western Australia.
Italy. *West Indies (British, Danish, and Dutch).
Japan. *Zanzibar.

2.—Orders on the Comptroller General of the Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in):

Up to £2, or \$10, or R 50, 0.20 cents.
" £5, or \$25, or R 125, 0.40
" £7, or \$35, or R 175, 0.60
" £10, or \$50, or R 250, 0.80
" £150, or \$750, or R 3750, 1.00

4.—No Order must exceed £100 or \$500 (unless drawn on India, when £150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money Orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, to which separate notices or the Hongkong Postal Guide.

6.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postal Stamps, subject to a charge of one per cent. for cashing them, and one per cent. for the exchange of Hong-kong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

7.—Small remittances can be made to these places by means of Postal Notes. See separate notices or the Postal Guide.

GOVERNMENT NOTIFICATION.

HARBOUR DEPARTMENT.
The following Rules regarding signalling at the Peak are published for general information.

By Command,
FRANCIS SHERWAT,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1852 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be replying to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

4. When a Steamer, or the smoke of a Steamer, is sighted, the Distance Signal will be hoisted at the Mast Head, and the vessel will be signalled by the Ship anchors.

5. The Distance Signal will be kept up fifteen minutes after the Steamer is signalled.

6. If the Steamer, or the smoke of a Steamer, is sighted, the Distance Signal will be hoisted at the Mast Head, and the vessel will be signalled by the Ship anchors.

7. The Distance Signal will be kept up fifteen minutes after the Steamer is signalled.

8. If the Steamer, or the smoke of a Steamer, is sighted, the Distance Signal will be hoisted at the Mast Head, and the vessel will be signalled by the Ship anchors.

9. The Distance Signal will be kept up fifteen minutes after the Steamer is signalled.

10. If the Steamer, or the smoke of a Steamer, is sighted, the Distance Signal will be hoisted at the Mast Head, and the vessel will be signalled by the Ship anchors.

11. The Distance Signal will be kept up fifteen minutes after the Steamer is signalled.

12. If the Steamer, or the smoke of a Steamer, is sighted, the Distance Signal will be hoisted at the Mast Head, and the vessel will be signalled by the Ship anchors.

13. The Distance Signal will be kept up fifteen minutes after the Steamer is signalled.

14. If the Steamer, or the smoke of a Steamer, is sighted, the Distance Signal will be hoisted at the Mast Head, and the vessel will be signalled by the Ship anchors.

15. The Distance Signal will be kept up fifteen minutes after the Steamer is signalled.

the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half-hour to show the distance off at those times. When the vessel is between Green Island and the North Point of Hong-kong the Distance Signal will be hoisted under the Mast.

16. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

17. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

18. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

19. The Distance of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the Table of Flags.

H. G. THOMAS, R.N.,
Harbour Master, &c.

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

NOTICE.
QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. not premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant INSURANCES as follows:—

Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBURG & Co., Agents,
Hongkong, November 5, 1883. 655

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Agents.
Hongkong, July, 1885. 1239

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co., Agents,
Hongkong, January 4, 1867. 100

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS.

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 1st December, 1885. Noon, the Company's S.S. PEIHO, Commandant GUBAUD, with MAILS, PASSENGERS, SPORE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Passes until 3 p.m. on the 30th November, 1885. (Passes are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. G. DE CHAMPEAUX, Agent.
Hongkong, November 10, 1885. 9008

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

MAITA, GIBRALTAR, MARSEILLES, TRIESTE, VENICE, FLORENCE, LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANCONA, Captain R. G. MURRAY, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 24th November, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuable